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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.
On the 25th November, 1900, the wife of J. R. CAPELL, of a daughter. [2388]

MARRIAGES.
On Sunday, 25th November, at 3 p.m., at the residence of Mr. A. Weil, No. 67, Wyndham Street, SAM DONNENBERG to EMILY GUMSTIN. Japan and Shanghai papers please copy. [2389]
On the 25th November, at St. John's Cathedral, Hongkong, by the Rev. R. F. Cobbold, J. C. PERRY of the Hongkong and Shanghai Bank, to ANNE HOPE, daughter of the late Captain Wm. CHIMMO, R.N., and of Mrs. CHIMMO, Westdown, Wyke Regis, Dorset. [2390]

DEATH.
At Pulok Buan, Straits Settlements, on the 16th November, MATILDA, wife of James H. CARROLL.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 27th, 1900

Nor over-much importance must be attached to the demonstrations which have greeted Mr. Kruger's arrival in France. As for the jubilation of feeling at Marseilles, it must be remembered that a Frenchman said of his compatriots of the south that as the ordinary Frenchman was to the rest of the world, so the Frenchman *du Midi* was to the rest of the nation. If therefore the Marseillais have forgotten the rules of good taste so far as to insult English visitors, as Reuters' telegram told us they have, we need not waste any words on the matter; we have our own ill-mannered mob in London, as we saw recently on the occasion of the return of the City Imperial Volunteers, and on too many other occasions during the present year. Nor is there any reason to be concerned if the froth of "Nationalism" in Paris made a great show when the ex-ruler of the Boers reached the French capital. It is perhaps a little surprising that President Loubet should have thought fit to receive him with the honours which are usually accorded only to sovereigns and should have shown such anxiety to return the call at once. For some weeks before the arrival of Mr. Kruger at the southern port the subject of his proposed welcome excited no little discussion, alike in the Press and among the people of France. We are told by the home papers that the idea of the reception was creating as much anxiety as enthusiasm in France, and that the hotel-keepers on the Riviera in particular

were nervous lest anything should be said or done which might again turn away the stream of English visitors, while on broader grounds several French papers were pointing out the "impolicy of offending a near and friendly neighbour in order to do honour to a fallen hero." The actual landing of Mr. Kruger, however, seems rather to have disturbed the equanimity of the officials, and the correctness of attitude on the part of the Government was not proof against the infection. The matter is more one of international courtesy than of anything else. President Loubet's lapse of manners will lead to nothing further. Sovereign honours have been accorded to one who is not a sovereign, but the moral and intellectual damage, to use Mr. Kruger's own celebrated phrase, which is done to Great Britain is infinitesimal. We are well aware that in French eyes Mr. Kruger figures as a patriot and hero. We recognise him ourselves as a great man in many respects. The sympathies of Europe have gone out to the small people fighting against an Empire. This is but natural. Such sympathy is always ready when self-interest does not run counter to it. It helps to reconcile a nation to its own shortcomings.

The second performance by the A.D.C. of *Our Flat* went off very successfully last night before a large audience, which included H.E. the Governor.

We are requested to state that Mrs. Gascoigne will be "at home" on Thursday afternoon, 29th November, and on all following Thursdays till further notice.

Club Race No. 7 of the Royal Hongkong Yacht Club will take place on the 2nd December over Course No. 17. The postponed Club Race No. 1 will be held on the 9th December over Course No. 9.

A meeting of the Stewards of the St. Andrew's Ball took place last night at the City Hall, when the reports of the convenors of the various committees as to Ball arrangements were received and the Stewards' badges distributed.

No further details, either confirmatory or otherwise, have been received concerning the reported piracy on the launch *Kwong Sang*, an account of which appeared in our columns yesterday. The police are actively pursuing their investigations, but so far have been unable to ascertain whether the piracy was committed in British or in Chinese waters. No arrests have been made.

Messrs Jardine, Matheson and Co. inform us that they received yesterday the following telegram from Shanghai:—At an extraordinary general meeting of shareholders to be held in London on the 4th December, directors will propose reconstruction, giving equal preference and ordinary shareholder equal holdings in the new company and in addition a share in surplus assets, payable in fully paid preference shares in new company, representing about £710s. on their present holdings."

In accordance with his annual custom, Mr. Dorabjee Nowrajee has issued an invitation to the general public to inspect his show of chrysanthemums at the Kowloon Gardens. Naturally the recent typhoon made and have with the flower-gardens in the colony, but though some of Mr. Nowrajee's chrysanthemums present a somewhat bedraggled appearance, yet the show is much better than under the circumstances could have been expected, and is well worth visiting.

The vicinity of the chancel at St. John's Cathedral was prettily decorated with chrysanthemums and other flowers, yesterday in honour of the wedding of Mr. J. C. Peter, chief accountant at the Hongkong and Shanghai Bank, and Miss Alice Hope Chimmo, daughter of Captain Chimmo, R.N., which took place at four o'clock in the afternoon in the presence of a large assembly. The bride, who was beautifully attired in white satin and carried a magnificent bouquet of white flowers, was escorted to the chancel rail by Sir Thomas Jackson, who gave her away. There were no bridesmaids, but Mr. Fraser, of the Bank, acted as best man and the Rev. R. F. Cobbold was the officiating clergyman. Mr. A. G. Ward was in attendance at the organ, playing the Bridal March from "Lohengrin" as the bride entered the church and Mendelssohn's Wedding March at the conclusion of the ceremony, the Cathedral bells being also rung. A reception was subsequently held at the residence of Sir Thomas Jackson in St. John's Place.

There were up for competition by Mr. G. J. W. King yesterday afternoon at the offices of the Public Works Department four lots of Crown land at Mong Kok Tai, for a term of seventy-five years, with the option of renewal for a similar period. The lots, which are for building purposes, adjoin the road leading from Yau-mat to the New Territory to Tai Po. Bidding for lots 1102 and 1103 was very brisk. 1102, which was put up at \$12,557, was sold to Mr. Stephens for \$15,200. Lot 1103, upset price \$12,160, realized \$13,500, being secured by the Humphreys Estate Finance Company, Ltd. There were no offers for lots 1104 and 1105. The total sum realised by the day's sales, including the sum paid for the Quarry Farm (\$40,100), was \$428,800. When Mr. King put up the Quarry Farm for competition it was soon evident that a much better price than usual would be realised, the bidding being very spirited. Ultimately the privilege was awarded Chui A King and Li A Ping for \$40,100, which is about twice the sum realised last year.

H.M.S. *Goliath* left Woosung last week for Nagasaki, and H.M.S. *Alacrity* for Hankow.

The *N.C. Daily News* learns that the Upper Yangtze steamer *Pioneer* has been sold to the British Government for use as a gunboat. She was last week at Chungking.

The City Hall Library and Museum were visited last week by 526 non-Chinese and 184 Chinese, and by 191 non-Chinese and 2,513 Chinese respectively.

A fresh plague case, resulting in death, occurred during the 24 hours ending at noon yesterday. This is the only case which has occurred since Saturday, the 27th October.

The Admiralty has invited tenders for a year's supply of coal for the navy under ordinary conditions, and a possible supply in case of emergency. The total is 1,000,000 tons.

We have received a copy of *The Equitable Record* (British Edition), the monthly publication of the Equitable Life Assurance Society. The little magazine contains various items interesting to insurers and others.

The provisions for the brigade the Japanese Government has decided to retain in North China were recently shipped to Taku, and are now being transported from Taku to Tientsin and other places, where the troops are stationed.

A public meeting of men and women was to be held last Friday at the Presbyterian Press Chapel, Shanghai, when Lady Blake, the President of the Women's Conference, was to preside, and Bishop Graves, Mr. Allen, Mr. James Jones, Dr. Mateer, Dr. Timothy Richard, Dr. Mary Stone and Mrs. Fitch were expected to speak.

The *N.C. Daily News* announces: "A Competition in Prophecy," bearing on the political condition in China on the 31st of December, 1901. Competitors are to send in a sealed cover a paper containing their forecast of the situation, as regards the Chinese Government and the Allies, on that date, no forecast to exceed three hundred words. Each cover must be accompanied by the sum of fifty dollars (\$50), and the whole sum will be paid over to the competitor whose forecast turns out to be most accurate, in the opinion of three impartial judges to be appointed by the conductors of our Shanghai contemporary.

In the course of a lecture at Exeter Hall on the 25th ult. Mrs. Bishop rather markedly suggested that lady missionaries should always wear saque-coats; the tight bodies was a thing contrary to every Chinese notion of modesty, while the hat decked with birds, with impetuous with flowers and feathers—was to the Chinese an abominable outrage against taste. One mission Mrs. Bishop excepted from a general condemnation of ignoring Chinese prejudices. The *Inland China Mission*, she said, paid almost slavish attention to Chinese etiquette, and was rewarded by a unique respect on the part of the Chinese; but many other missions, notably those of the Americans, were extremely neglectful of such things, and quite unknowingly and unintentionally gave to the Chinese an impression of rudeness and irreverence.

The typhoon which did so much damage here a fortnight ago was felt in Kobe last night. It is late in the season for a typhoon, says the *Kobe Herald*, of the 10th inst. and on that account to-day's storm can scarcely be classed in that category. The only other serious storm of the autumn season in Kobe this year was the typhoon of September, which it will be remembered, did considerable damage. On that occasion the wind-force approached 40 miles an hour, and although the Kobe meteorological office report of the greatest wind force to-day is not yet available, it is probable that it should not be much less than that recorded in the September typhoon. The latter was a night blow. To-day's disturbance has developed to its crisis during the daylight hours. There were, however, a few hours of it overnight. The barometer began to fall about eleven last night and the outlook was already bad when the Gymnasium audience were going home about 11.30. The barometer has steadily fallen since, but probably reached its lowest about 4 o'clock this afternoon, when the strength of the wind and deluge of rain were greatest. Along the whole of the Japan coast the typhoon was more or less felt, but no great damage was done.

The further hearing of the West Hongkong shooting case took place before Mr. Burrows, the British Magistrate at Shanghai, last Tuesday, when Major James Champion of the Shanghai Police Force surrendered to his bail to answer the charge of wounding a German soldier named Bobbe on the night of the 9th inst. Mr. W. A. C. Platt (Crown Advocate) prosecuted and Mr. J. C. Hanson represented the accused. Chief Inspector Howard was present on behalf of the police. The German Vice-Consul, Dr. Schmitz, occupied a seat on the Bench. Mr. Platt said he should have to ask for another remand, but he proposed to call sufficient evidence to justify that course being taken. He would call the soldier who was in company with the wounded man on the night in question, Johana Lohmann, private in the 9th Company, East Asiatic Regiment, deposed to the circumstances attending the assault at the Police Station compound, and Dr. Westphal, the regimental surgeon, stated that the prosecutor was suffering from two small wounds, one on the left of the back and the other in front of the chest on the right side. The same were caused by a bullet. Bobbe was still in hospital, and he thought it would be at least a month before he could come to the Court. Mr. Platt asked for a further remand and His Worship granted a remand for 14 days, and accepted bail as before, Champion on his own recognisances of \$1,000 and a bond from the Municipal Council for a like amount.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE ORISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 26th November, 7.42 p.m.

SOME RUMOURS DENIED.

Sheng, ex-Taipei here, denies the truth of the Empress Dowager's illness, of Li Hung-chang's illness, and of Kweichun's visit to Hsianfu.

SUPPLIES FOR THE COURT.

Some native Christians from Funcheng, in Hupeh, report the passing of 400 boats conveying supplies for Hsianfu. All available boats on the Han River have been chartered to convey supplies to the Imperial Court.

LONDON, 25th November, 3.40 p.m.

THE CHINA SQUADEON.

H.M. cruiser *Blenheim* leaves at the beginning of next month for the China Station, to relieve H.M.S. *Unlabeled*.

[The *Blenheim* is a first-class cruiser of 9,000 tons and 24,411 h.p. She was built at Blackwall in 1890. Her armour is 8 in. gun position, and 6.3 in. deck, she carries two 9.2 in., ten 6 in. Q.F., sixteen 3-pr. Q.F., seven maxims and two light guns and four torpedo-tubes (two submarine). Her speed is 21.5 knots. She is a sister-ship of H.M.S. *Blake*.]

KRUGER'S RECEPTION IN FRANCE.

LONDON, 25th November, 8.40 p.m.

ARRIVAL IN PARIS—SOVEREIGN HONOURS.

Yesterday President Loubet received Mr. Kruger at the Elyse, with the honours accorded to sovereigns. The Boer ex-President had a ten minutes' interview, and President Loubet subsequently returned the call.

LOCAL MOVEMENTS.

The hospital-ship *Maize* returned from Taku yesterday.

The U. S. gunboat *Mirietta* arrived yesterday from Canton.

H. M. cruiser *Argonaut* and *Eadynton* left yesterday for Amoy.

H. M. cruiser *Atreus* and the *Waterwitch* went on a cruise yesterday.

H.M. storeship *Hamble* left yesterday morning for Weihaiwei.

The U. S. gunboat *Don Juan de Austria* departed for Manila.

The French transport *Mytho* left for Taku.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

MORE DETAILS OF THE EXPLOSION-PLOT.

A young man named Sz Kin-yu, about twenty-five years of age, an alleged member of Dr. Sun Yat-sen's party, was decapitated on the 8th inst., on the charge of attempting to blow up the Governor's yamen, in Han-Lan-fong Street on the 28th ult. The explosion was planned in a house in Han-Lan-fong Street in the vicinity of the Governor's yamen, and some powder and dynamite were buried under the ground about three feet deep, but the quantity was too small to have any effect on the Governor's yamen, which is at some distance off. About sixty houses in the neighbourhood were more or less damaged, and several lives were lost. The house from which the explosion took place was hired a short time previously by a man named Sung, belonging to the province of Nyanwei. After the occurrence, the landlord of the house in question was arrested, and being unable to find Sung, pointed out a paper-shop which stood security for the house-rent. The shopkeeper without hesitation pointed out Sz Kin-yu, saying that it was he who asked the shop to stand security. Sz Kin-yu was consequently arrested, but he did not confess till unbearable torture was brought to bear, while an old woman gave direct evidence against him. Sz belonged to a rich and influential family. The Governor has given orders to seal up his house and all his property. It is said that he was planned to blow up the whole city of Canton after the Governor's yamen. The Governor, fearing another attempt to explode the yamen, has ordered the raising of all the houses in the vicinity of the place, the land belonging to the Crown and paying no taxes. A captain named Chang-leang has also been arrested in Canton, and of being an associate of Dr. Sun Yat-sen, and a Hunan man named Chu Heng-chor has also been captured, being charged as a member of the Koloa Hui. The latter has declared that three military officers, named He-yung-kwan, Chun-hen-ko and Shin-tso-cheng, belong to the same society. The last three, however, have presented themselves before the Governor, saying that they were falsely charged and are waiting for trial.

FAMINE IN SAM-TO-CHUK.

The magistrates of Kwai-sai district has sent a despatch to the Governor, saying that famine has broken out in Sam-to-chuk, which was affected by the rebellion, and asking him to send money there for the relief of the sufferers.

THE SOLDIERS' CLUB.

H.E. MAJOR-GENERAL GASCOIGNE SATISFIED WITH THE WORKING.

Yesterday evening a general meeting in connection with the Soldiers' Club was held under the presidency of H.E. Major-General Gascoigne, C.M.G. (President of the General Committee), supported by Col. The O'Gorman, Captain the Hon. H. W. Trevelyan (Hon. Secretary) and others.

His Excellency said—Members of the Soldiers' Club I have called this meeting in accordance with the promise which I made on the day when we opened the club, that in course of time you should have some little statement of the results of the running of the club. Well, the club has been open now for six months, but for convenience's sake the statement which has been handed round to some of you and which you can study afterwards has been made out to the end of September, four and half months from the opening of the club on the 14th of April. This statement shows that financially the club is in a very good state indeed. The balance may not look a very large one, but it must be borne in mind that during these four and half months there have been some very heavy demands—for furniture and improvements, \$2,432; stage, \$101; safe, \$30. These three items will not occur again, or at any rate in anything like the same proportion, in the following half year. Therefore, if you glance your eye down the statement the bottom part will more or less tell you the liabilities on one side—the outstanding bills, the wages for September not paid until the first of the following month, and the charges not presented—and then on the other side you will see the assets—the cash in the safe, the cash in the bank, the value of the balance of the stock, and the furniture less depreciation. You will see that really the result of this four and half months' working is that supposing I came down here to tell you that the club was going to be stopped, that I was dissatisfied with it and that I was going to turn you out of it and that everything was to be sold, by a peculiar coincidence you would be able to pay back the money which was given by the officers, amounting to \$1,937, and the thing would be swept clean away. Therefore, in four and half months the club has paid a very large sum of money in expenses which will not occur again, and we have still a balance in hand. Well, I confess that financially this is a very good state of things indeed. It is beyond my expectations. As I told you when we opened the club the committee, of which I am president, never thought of this club in connection with money-making. What we were anxious to do was to give the European soldiers of this Garrison a club which we thought was wanted, and if any money was made by it, that money was to go into the club to be spent in the effort of letting this club be entirely without military surveillance—that there should be no non-commissioned officers on duty to see that orders were kept. In fact we threw the club open to you on the understanding that you would conduct the club on lines of good breeding and good feeling and consideration for others; and I said that if I found it was conducted on these lines I should certainly never dream of closing it. Well, one of the things which it has been a great satisfaction to us to watch during the more than six months which the club has been open has been—as I and the officers anticipated—the fact that you have thoroughly taken us at our word and that you have looked after the interests of the club entirely by yourselves. There have been no complaints brought to my knowledge, and I may say that there have been a great number of watchful eyes looking at you, and apart from my own observation I should have been very soon informed if the club had not been doing that which it was opened for. Instead of that, there have practically been no troubles, no disturbances in any way at all reflecting on the club; and that is a source of the very greatest satisfaction to me and to the committee working with me. Knowing that you all feel very grateful to us, and myself determined that this should be a thoroughly Soldiers' Club, started by the officers as soldiers, kept by the soldiers. We have had no objection to go outside for pecuniary assistance. The people of Hongkong are most liberal. Had I appealed to them and held up a finger I know perfectly well they would have come forward most liberally. I have been told that by many people. Many people have said to me, "Why have you not come to me and asked me to subscribe?" and I have replied that we preferred not to seek outside help. The only thing they had any real desire to do was to see any real desire to have a club was a real one. One of the senior officers of my staff told me one day, that he had come from a place where a club was something on these lines had been started, and it turned out a dead failure. I suppose that that Garrison was not broken up in the way this is. There were not the number of detachments. The men at Lyemam, Stonecotton, Kowloon, and elsewhere like to come over sometimes. They do not always like to go to their barracks. Possibly they might be separated from a club. And so we thought that in this Garrison a club, of this nature would meet a great want. Certainly we feel that our views have been thoroughly justified by what we have seen. I hope that the next time I meet you the statement of accounts to be presented will be even better than the one before us to-day. I want to emphasise the fact that the club solely exists by its being a credit and a source of good pleasure to the members. If at any time, owing to newcomers who do not know the principles on which it was started, there are complaints in connection with the club, I shall be found to be at your service. I will be in the hall of one hand, and I should close it. I shall not detain you very much longer, but there are one or two little matters which I want to speak to you about. I think the thanks of the club are greatly due to several people. A great number of people have helped at the entertainments. Among these is Mr. Marsh. (Applause.) He is not here, but I say it in his absence, that he has given his services on many occasions at concerts in connection with the club, and you doubt has helped materially to make them successful, and I think we owe him a great debt of gratitude. (Applause.) There is another who has rendered us great assistance, and that is Mr. Moir, the bandmaster of the Welsh Fusiliers. He has taken an immense interest in the entertainments at the club, and I beg to express my thanks and those of the committee to him. (Applause.) While I am on this subject I should very much like to put it to you whether concerts and other things for

the good of the garrison could not be arranged. I throw it out as a suggestion that it might be well if you could, among yourselves, form an entertainment committee, getting somebody like Mr. Moir to serve upon it, and get up a series of entertainments or something of that kind in the winter. You will remember that when I came here first I said I hoped to have a boat club in connection with the club. Believe me, I have not forgotten it; but the real fact is that we have had such a pressure of work thrown upon us that the staff has had so much to do in connection with the North China expedition, and then there were difficulties connected with getting a place for the boats, and one thing or another, that I really have not had time to attend to the matter up to the present. In fact could I have forgotten that we should have had this North China trouble and that so large a number of the European Garrison would be going away, I doubt if I should have had the pluck to open the club when I did. That is another factor which you must remember. During these four and half months quite half a battalion of regular troops, besides a great number of engineers and artillery, have been away. But I want to tell you that I have not forgotten these things, and they shall come in time. I tender the sub-committee my grateful thanks for what they have done, but I shall be glad if they will remember that if they have anything to suggest to Captain Trevelyan that they may think worthy of consideration, either in the way of entertainments or getting matches, or something of that sort, their suggestions will have every consideration. In fact the club is in your hands. Before I sit down I think I should say that all our thanks are due to the working committee, to whom the success of the club is due, and in connection with this I must mention my own aide-de-camp, Captain Trevelyan (Applause)—who has devoted himself heart and soul to this club. He knows what a warm interest I had in it. He himself has been greatly interested in similar things in the home district connected with the Brigade of Guards, and it is largely owing to his energy and hard work that we have got over the difficulties which always attend the opening of a building of this nature. (Applause.) On the motion of Colonel Bannerman, seconded by Colonel Crookenden, a hearty vote of thanks was accorded His Excellency for his kindly interest in the club, and His Excellency having expressed his thanks for the vote, the proceedings terminated.

SUPREME COURT.

Monday, 26th November.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

OHIO WAR V. CHIEF KAN.

In this case (the hearing of which was resumed from Friday) the plaintiff is a trader residing at 24, Stanton Street, and the defendant a clerk in the employ of Messrs. Dacon and Hastings, solicitors. It is a claim for the specific performance of an agreement, the defendant having demanded for \$5,000 deposited by him with the plaintiff.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. G. H. Sharp (instructed by Messrs. Dacon and Hastings) for the defendant.

The material facts were:—R. G. Shawan (foreman), Al. Hunt, P. Jordan, S. Hancock, J. S. Van Buren, G. Stewart, and J. M. Battie.

The plaintiff, continuing his evidence, said the defendant asked him to arrange a mortgage for him and he did so for \$45,000. When the bargain was off he had to take up the mortgage himself.

The first price he asked for the property was \$82,000, and the defendant offered him \$58,000. This was on the 18th or 20th September, 1899. In October and November last year, so far as his experience went, the price of land and houses was going down a little, this being in consequence of the new laws introduced by the Sanitary Board, who called upon property owners to make certain alterations providing for back-yards. (Sensation in November of last year the defendant sent him several letters asking him to release him from the agreement as to the purchase of the houses. He did not answer any of these letters. In writing, but he saw the defendant on the subject about the date of the first or second letter. The defendant told him he was going to Manila and that he wished to hand these ten houses back to him. He begged him to cancel the contract, saying that he was willing to pay him one or two thousand dollars compensation. This the witness refused to do, adding that the price of the house was going down about \$10,000, and to pay him one or two thousand dollars would not do. He never agreed to cancel the contract in consideration of the defendant paying him \$45,000 or any other specific sum. He was because he declined to cancel the contract on any account that he did not wish to let the defendant go. He did not remember at any time giving the defendant the second memorandum produced. On the payment of the bargain money the defendant asked him to endeavour to secure him a purchaser for the property, and in order to show them to any probable purchaser copied certain particulars from the plan. The defendant subsequently asked him for the paper containing these figures and he let him have it. He knew a clerk in Wilkinson and Grist's office called Ted Ah Sing. He did not think he gave him the paper before doing so. He did not remember to the defendant that it was on the 25th November that the defendant told him the memorandum was not correct, but he did not show him the memorandum produced on that day. The defendant took him in to see young Mr. Dacon. He did not see any papers relating to this matter on Mr. Dacon's desk. There were heaps of papers lying on Mr. Dacon's desk at the time. Mr. Dacon put some questions to him, but he did not answer. When he was just about to leave the office the defendant said to him, "The measurements are not correct, and I am not going to carry out the contract." He replied, "What! you are not going to carry out the contract? You have inspected the house; you have also inspected the plan; the sale should have been put through on the 20th November; and you on that day asked for one day's extension of time as the money was not ready. To-day is the day for completing the sale and you now raise the question that the measurements are not correct. You should not have taken time here to see Mr. Dacon." Witness was very indignant and went away. He did not know that he was going away he said, "If it's wrong, put it right."

The plaintiff was cross-examined at some length by Mr. Sharp. Two or three other witnesses were called, the whole of the evidence being concluded when the Court rose.

A chemist is reported to have discovered a method of producing camphor artificially identical with the natural product. If this be true, and the cost is lower than the natural article, the camphor monopoly in Formosa is likely to prove a somewhat unproductive venture on the part of the Japanese Government.

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Hongkong, 3rd May, 1898. [2787]

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RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

VIII.

IS THE GAME DETERIORATING?

When one is called upon to answer the ques-
tion—"Is Rugby Football deteriorating?" it
seems necessary to define the position to some
extent. I can understand the attitude of the
player of the old school, who having played the
game in the days of the early giants, and seeing
their achievements through the mellowing mists
of time, is inclined to regard their successors as
a degenerate race and every innovation as a
step in the direction of deterioration. I can
sympathise with the old war-horse who
viewed with unfavourable scorn the apparent
sacrifice of the forward to the back. But when
we have to give an answer to the question
which leads this article, it is necessary to take
a broad and comprehensive view of football
putting individual prejudices aside if possible.
What is our ideal of football to be? That is
the point from which we must start. I take
it that it will be admitted that Rugby
football is deteriorating if the changes in-
troduced into the game have made it less
beneficial as a healthy exercise, less pleasant
for the players, less effective in securing success,
as compared with the earlier methods, and less
interesting to watch. Judged on these lines,
football is not deteriorating.

NO—WITH QUALIFICATIONS.

I think I may claim that, during my playing
career, I had opportunities of testing the
changes in the game in actual practice, such as
few men had. During the sixteen years that I
played first-class football, I saw the complete
transformation of the methods of play, and was
an active participant in the revolution. Since
my retirement I have followed the game closely
as a referee and a member of the Welsh Rugby
Union Selection Committee. Therefore, I think
I may claim acquaintance with the game as it
was, and with the game as it is. If the ques-
tion as to deterioration applied to the present
position as compared with the days when I was
first admitted to a first-class team, there could
be but one answer—that the game has improved
immensely. But if we compare last season with
the period covered by the season from 1893-3 to
1897-8, it is not so easy to answer. My own
opinion—and I know it is shared by many com-
petent critics—is that the standard of interna-
tional football in 1900 was lower than it had
been at any time for a decade. At the first
blush that might appear to be proof positive
that the game has deteriorated. But it is not
necessarily so. We must differentiate between
the essential and the accidental. I hold most
strongly that the law of progress—the law of
evolution—applies to the game of Rugby
football as it does to the human race and
social institutions. So long as Rugby foot-
ball has a useful part to play in the physical
development and recreation of the race, I believe
it will continue to improve. I would continue
to believe it, even if I saw evidences of
temporary deterioration. I do not believe that
the last word has been said upon the scientific
possibilities of the game; I do not believe that
the game, as it was played in my day, is the
highest development of which it is capable. The
game can be improved, and it will be improved.
But it does not follow that because the game is
improved, the play at a given period must there-
fore be better than at any earlier period. It all
depends upon the teams. Let us give two
simple illustrations. The organ may be perfect,
the music may be well fitted, but it depends upon
the player whose hands are on the keys and
whose feet are on the pedals whether a Bach
fugue is a bungle or an inspiration. The horse
may be trained to the hour, and fit to run for a
kingdom, but if the jockey blunder the race will
be lost. It is not enough that the organist and
the jockey know how it is done, they must be
able to do it.

APPARENT DETERIORATION.

My explanation of the apparent deterioration
in Rugby football, is that in 1899-1900 the in-
dividual players were not quite so good as in
previous seasons, and that the brilliant players
were fewer. There are great periods of com-
parative barrenness. In athletics, in every
branch of sport, it is the same. We look back
upon the Elizabethan era, and we find that in
every field of achievement there were giants in
those days; we think of football in 1892, and
we recall a host of great players and great teams.
We think of 1899-1900, and we are bound to
confess that players with great reputations on the
whole did themselves less than justice, while the
new stars in the firmament were few. Therefore
reasons for this, no doubt. Many fine football
players left the country at the call of duty in
South Africa, and teams were consequently dis-
organised to some extent. Besides, since the
great period that I have indicated, there has
been a general retirement of old players, and
the building up of great teams is a matter of
time, especially now that so much depends upon
combination. But that there is any real de-
terioration in the game, itself, I do not admit.
In fact, if we judge the game at its best, as
played on exceptional occasions, my own im-
pression is that it has improved slightly. Till
some new great change, corresponding in im-
portance to the introduction of the four three-
quarter game, takes place, we shall not see
again such an improvement as that effected, but
improvement must continue to be on the lines
of more effective combination, and in some
few respects there has been progress in
this direction. Upon a careful review of
the season, it may be said that we have lost
nothing in the science of the game. All that
has been won in the past in the direction of
combination, in the substitution of brains for
brute force, is still retained; and some little has

been added. In the matter of the cross-punt to
the open by an attacking wing three-quarter
who is in danger of being hemmed in, we see
accuracy and judgment displayed which prove
that the player is conscious of the value of the
cross-punt as a serious aid to combination.
Forwards know their work in the combined
game as well as ever, halves show that they have
thoroughly grasped the principles of combined
play, three-quarters prove their understanding
of what is required in scientific attack. But
their play, on the whole, was not so consistently
up to the best standard as in the past.

CONSISTENT IMPROVEMENT.

Of course, the fact that an enormous num-
ber of young and comparatively inexperi-
enced players were drafted into the leading teams
last season had its inevitable effect, while
there was hardly a first-class team which,
for one reason or another, did not suffer
more frequent changes than usual. Where
this is so, the play is bound to suffer. Club
football, so far as I saw it, and my experience
was pretty extensive, was not marked by its
usual brilliancy and finish; but it was in In-
ternational football that those who favour the
theory of deterioration found the greatest
apparent justification for their argument. Eng-
land, Scotland, and Ireland all made unsatis-
factory displays in their opening matches. But
if Rugby football was deteriorating, should we
not expect to find the play at the end of the
season worse than in the middle? That was
far from being the case, for all the countries
(with the exception of Wales) played better in
their last matches than in their first or their
second. Here again, it was a question of the
men, and not of the game. In the opening
matches, either the best men were not selected,
or, if selected, either were prevented from play-
ing or were not in condition. Add this to the
fact that the International players, as a rule,
were not individually the equals of their
predecessors, and there is small cause to urge
that "the game is deteriorating."

TWO BRILLIANT MATCHES.

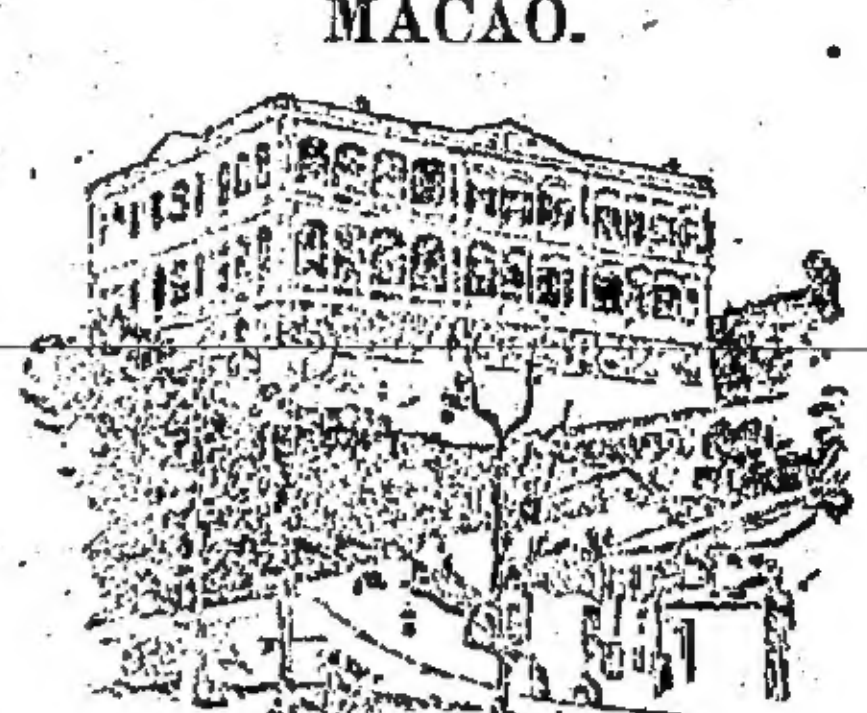
One of my reasons for claiming that the
game has not deteriorated is that right at the
end of the season there were played in South
Wales two matches which were scientific in the
highest degree. In these games we had bril-
liant individual play, clever combination, and
the display of those qualities of resource and
judgment which go to the making of Rugby
football at its best. And the team who gave an
exhibition of football worthy of the best tradi-
tions of the modern game were a scratch team
of Barbarians. Individually, they were a very
fine lot, and they were not entirely strangers to
each other. They had been selected with keen
judgment, and while the forwards were fine in-
dividual players, they did not make the mistakes
(so often made) of playing for themselves alone.
The whole team played the modern game
as it should be played, according to what
I consider to be the true canons of Welsh
football—every part of the team having its
fair share in the game, and not more;
the forwards not sacrificing their individuality,
but still playing for their backs. This Bar-
barian team included seven or eight Interna-
tionals, drawn, if I remember rightly, from all
four countries. The great point is, that they
played scientific football of the highest order,
and gave an exhibition of the game which, dur-
ing the past four or five seasons, has seldom
been equalled in South Wales by any team,
club or international, while it would compare
favourably with the best displays of Welsh clubs
at their best. If, at the end of 1899-1900, a
scratch team—no matter how brilliant the in-
dividuals—can play a game which includes all
the best points of modern scientific Rugby foot-
ball, can it be said that the game is deteriorat-
ing? This is a solitary instance, but there were
other teams who played good, scientific, resource-
ful football. What of Swansea, with their one
defeat of the season? They did not, perhaps,
consistently maintain the highest level; but
there were times when their play was perfect.
Other teams kept alive the best traditions of the
game, in their best displays, though not in all.
Therefore I repeat—so long as we have lost
nothing which goes to the making of scientific
football, the game is not deteriorating, even
though the general standard of the players is
temporarily (I believe it is only temporarily)
lower than it was a few seasons since.

For my own part, I believe—certainly I most
sincerely hope—that we are within sight of an-
other great revival. The game is there to be
played, scientific methods are not lost, all that
needs to be done is to train up the teams.
When I look round upon the teams with whose
performances I am most familiar I am struck
by the great number of young players of promise
included in their ranks. There is plenty of
material out of which to fashion great teams.
The secret of successful club football is for a
fifteen to keep together for a series of seasons,
coached by experienced players who know the
game thoroughly. This was the explanation of
success which attended the great teams of the
past—the same men formed the teams, and they
knew each other's play to a nicety through
experience gained at practice as well as in the
field in important encounters. The most suc-
cessful club team of last season was Swansea,
and I believe I am right in saying that it was
the third season that practically the same fifteen

had played together. The only important
change was the loss of the Brothers James,
which, though a serious one, was minimised by
the fact that the rest of the team stuck loyally
to their club. There is a lesson in this for all
clubs. If they hold together and practice assid-
uously, there will be a general raising of the
standard of play and that will be the best pos-
sible answer to the question "Is Rugby football
deteriorating?"

[THE END.]

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Hongkong, 24th November, 1900. [2963]

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Hongkong, 24th November, 1900. [2966]

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No. 144, DES VOEUX ROAD. [22]

Hongkong, 20th November, 1900. [2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CLYDE" FROM BOMBAY COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel bring on Cargo:—
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and J. Arthur, ex s.s. Pachanga, Nasser.

Optional goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by main-
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

A. M. MARSHALL,
Agent, Superintendant.
Hongkong, 24th November, 1900. [1]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKO-
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THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignat-
ure, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st November, 1900. [10]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
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Rosario and Frederic Morel, in connection with
above Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 27th instant, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 30th instant, or they will not be re-
cognised.

All damaged packages will be examined on
MONDAY, the 28th instant, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

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[112-2]

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LONDON VIA SUEZ CANAL	ARAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	To-day
LONDON	CANTON	Jap. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LONDON, &c. VIA PORT OF CALL	SOBRON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On 8th Dec. at Noon.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON VIA SUEZ CANAL	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	PERSEUS	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
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MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AWA MARU	Jap. str.	—	N. Trennt	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
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HAVRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 20th Dec.
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HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	HOLSATIA	Brit. str.	—	Bakle	CARLOWITZ & CO.	On or about 20th Jan.
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NEW YORK	DEVONSHIRE	Brit. str.	—	Hansen	McGREGOR BROS. & GOW	On 12th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	SHEWAN, TOMES & CO.	On or about 30th Dec.
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VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 1st Dec.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MILOS	Ger. str.	—	Pederson	T. M. STEVENS & CO.	On or about 30th inst.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	CITY OF PEKING	Amr. str.	—	Williams	PACIFIC MAIL S. S. CO.	On 4th Dec. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	GALIC	Brit. str.	—	St. John George	O. & S. S. CO.	On 11th Dec. at Noon.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	K. Hasegawa	TOYO KISEN KAISHA	On 18th Dec. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CARLEIGH CITY	Brit. str.	—	R. K. Suzuki	BUTTERFIELD & SWIRE	On 10th Dec.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	A. Ramsay	GIBB, LIVINGSTON & CO.	On 14th Dec. at Daylight.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Brit. str.	—	G. K. Wright	MELCHERS & CO.	On or about 6th Dec.
YOKOHAMA, VIA NAGASAKI & KOBÉ	JAPAN	Ger. str.	—	Bendixen	P. & O. S. N. Co.	On or about 30th inst.
VIADIVOSTOK	TAIWAN	Amr. str.	—	Nelson	EAST ASIATIC TRADING CO.	On 4th Dec. at Noon.
WEIHAIWEI	HANGCHOW	Brit. str.	—	Harder	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	LYENKONG	Ger. str.	—	Pearce	BUTTERFIELD & SWIRE	On 29th inst. at 4 P.M.
SHANGHAI	OCEANIA	Fr. str.	—	G. Hoenemann	STEVENS & CO.	On or about 2nd inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 8th Dec.
HAIPHONG	THALES	Brit. str.	—	K. Hasegawa	DOUGLAS LAPELLE & CO.	To-day, at 11 A.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	M. Saito	MIYOSHI BUNSEN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	K. Hasegawa	MIYOSHI BUNSEN KAISHA	On 2nd Dec. at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	R. K. Suzuki	JARDINE, MATHESON & CO.	On 5th Dec.
MANILA	YUNGAO	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA	SUNGKANG	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHINGTU	Brit. str.	—	J. G. Offert	DAVID SASSOON, SONS & CO.	On 10th Dec. at 4 P.M.
SINGAPORE & BOMBAY	CATHERINE APOAR	Brit. str.	—	T. Rassovich	SANDER, WIELER & CO.	On 29th inst. at 3 P.M.
	MARIA TERESA	Amr. str.	—			On 6th Dec. P.M.

SHIPPING.

ARRIVALS.
 Nov. 20, ARAX, British str., 4,477, H. E. Batt, Shanghai 23rd November. Coal. BUTTERFIELD & SWIRE.
 Nov. 26, JACOB DIEDERICHSEN, German str., 623, Reikko, Haiphong 22nd November and Hoilow 24th General. JENSEN & CO.
 Nov. 26, CHOYANG, British str., 1,194, Bowker, Shanghai 22nd Nov. General. JARDINE, MATHESON & CO.
 Nov. 26, MAIN, British hospital ship, 1,815, F. Stone, Taku via Weihaiwei and Chefoo 18th November.
 Nov. 26, NEEDLES, British transport, 2,995, Thos. Milne, Melbourne via Shanghai 22nd November.
 Nov. 26, BERTHO, British steamer, 6,500, J. J. Ellis, Taku 19th November.
 Nov. 26, SWANHILDA, British ship, 1,999, C. Fraser, New York 14th July, Case Oil. STANDARD OIL CO.
 Nov. 26, TAIWAN, British str., 1,544, Wilde, Canton 26th Nov. General. JARDINE, MATHESON & CO.
 Nov. 26, MARITZA, Amr. g.t., from Canton.
 Nov. 26, DUNAV, Austrian str., 1,004, N. Colasio, Swatow 25th November. Ballast. SANDER, WIELER & CO.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 26th NOVEMBER.
 Ajax, British str., for Singapore.
 Taisang, British str., for Swatow.
 Chum, British str., for Palembang.
 Katsuno Maru, Japanese str., for Kobe.
 Ryojun Maru, Japanese str., for Seattle.
 Shinano Maru, Japanese str., for Nagasaki.

DEPARTURES.
 Nov. 24, PERTSHIRE, British transport, for Sydney.
 Nov. 25, CLYDE, British str., for Shanghai.
 Nov. 26, GIBSLA, Austrian str., for Shanghai.
 Nov. 26, ABONAUT, British cruiser, for Amoy.
 Nov. 26, ENYMON, British cruiser, for Amoy.
 Nov. 26, DON JUAN DE AUSTRIA, American gunboat, for Manila.
 Nov. 26, ASTREA, British cruiser, for a cruise.
 Nov. 26, MYTHO, French transport, for Taku.
 Nov. 26, CLAM, British str., for Palembang.
 Nov. 26, SHINANO MARU, Japanese str., for Nagasaki.
 Nov. 26, KATSUNO MARU, Jap. str., for Kobe.
 Nov. 26, RIGUN MARU, Jap. str., for Seattle.
 Nov. 26, TAIWANG, British str., for Swatow.
 Nov. 26, HUMBEE, British storeship, for Weihaiwei.
 Nov. 26, WATERWITCH, British surveying ship, for a cruise.

VESSELS IN DOCK.
 ABERDEEN DOCKS.—Benj. Sewall, Dunnay.
 KOWLOON DOCKS.—Tektar, Zafra, Clara, Hue, Sandakan, Formosa, Geflon.
 COSMOPOLITAN DOCK.—Mongkut, Breconshire, Tacoma.

SHIPPING REPORTS.
 The British hospital ship *Maine*, from Taku via Weihaiwei and Chefoo 18th November, had moderate winds and sea, with fine, clear weather.
 The British steamer *Choyang*, from Shanghai 22nd Nov., had strong monsoon breeze and high sea to Swatow. From Swatow to port moderate monsoon breeze and fine weather.
 The British steamer *Ajoo*, from Shanghai 23rd November, had variable winds and fine weather to Tientsin. From Tientsin to port moderate to fresh N.E. winds and fine weather.
 The British transport *Needles*, from Melbourne via Shanghai 22nd Nov., had general fine weather till 15th and 16th Nov. In lat. 22.32 N., long. 129.5 E., encountered severe typhoon, sweeping decks, washing away lifeboat and breaking up things in general, but happily without disastrous consequences. Arrived at Shanghai on 21st Nov., and received orders to proceed to Hongkong.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship
 "ANPING MARU."
 Captain S. Aitami, will be despatched for the above ports TO-MORROW, the 28th inst., at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 14th November, 1900. [1443]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "AJAX."
 Captain Batt, will be despatched as above TO-MORROW, the 27th November.
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 19th October, 1900. [2388]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship
 "TAMSUI MARU."
 Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 2nd December, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th November, 1900. [15]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Company's New Steamship
 "DIAMANTE."
 Captain A. Ramsay, will be despatched as above TO-MORROW, the 28th inst., at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 22nd November, 1900. [2956]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "HANGCHOW."
 Captain Pearce, will be despatched as above TO-MORROW, the 28th inst.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 26th November, 1900. [2947]

FOR VLADIVOSTOCK.
 THE Steamship
 "GERMANIA."
 Captain Bendixen, will be despatched as above on or about the 28th inst.
 For Freight, apply to EAST ASIATIC TRADING CO., LTD., Agents.
 Hongkong, 22nd November, 1900. [2952]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CATHERINE APOAR."
 Captain J. G. Offert, will be despatched for the above ports on THURSDAY, the 29th inst., at 3 P.M.
 For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
 Hongkong, 24th November, 1900. [2951]

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship
 "HILGLEN."
 will be despatched for the above port on or about TUESDAY, the 27th inst., and will be followed by the Steamship
 "HUDSON"
 about the end of December.
 For Freight, apply to DODWELL & CO., LTD., Agents.
 Hongkong, 19th November, 1900. [2410]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	(HAVRE & HAMBURG)	About 9th December. Freight.
ARAGONIA	(HAVRE & HAMBURG)	About 20th December. Freight.
WITTENBERG	(HAVRE & HAMBURG)	About 30th December. Freight.
SAMBIA	(HAVRE & HAMBURG)	About 8th January. Freight.
HOLSATIA	(HAVRE & HAMBURG)	About 20th January. Freight.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 24th December, 1900. [13]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID)	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.
 Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON	CANTON	About 29th Nov.	Freight or Passage.
YOKOHAMA VIA NA- GASAKI & KOBÉ	JAPAN	About 30th Nov.	(Passing through the Inland Sea). Freight or Passage.
LONDON, &c.	SOBRON	Noon, 8th Dec.	See Special Advertisement.
SHANGHAI	BENGAL	About 8th Dec.	Freight or Passage.

PASSENGER SEASON, 1901.
 S.S. PLASSY 7,240 tons March 30th
 S.S. SOBRON 7,382 tons April 27th
 MARSILLES and LONDON DIRECT.
 Without Transhipment.

For Further Particulars apply to A. W. MARSHALL, Acting-Superintendent.
 Hongkong, 24th November, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.
HAYEN	WEDNESDAY 20th March, 1901.
SEUTTGART	WEDNESDAY 3rd April, 1901.
KONIG ALBERT	WEDNESDAY 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY 1st May, 1901.
PRINZESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 26th November. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 27th November. Receipts will be received at the Agency's Office until Noon on Tuesday, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th November, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	December 1
BRANHAM	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. B. Cox	December 20

THE situation of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £22.
 Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK and the GORGE OF THE GRAND CANYON. HONGKONG TO VICTORIA AND TACOMA, £25.
 The best route to the KLOWEYKE GOLD FIELDS. Frequent Sailings from VICTORIA and Tacoma to DRYDEN and ST. MICHAEL.
 Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.
 Hongkong, 24th November, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 "EMPEROR OF JAPAN" (Comdr. E. Pybus, R.N.R.) WEDNESDAY, 19th Dec., 1900.
 "EMPEROR OF CHINA" (Comdr. B. Archibald, R.N.R.) WEDNESDAY, 16th Jan., 1901.
 "EMPEROR OF INDIA" (Comdr. O. P. Marshall, R.N.R.) WEDNESDAY, 13th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and ACROSS THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 22nd November, 1900. [9]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"ANTENOR."
 Captain Jackson, will be despatched as above on TUESDAY, the 11th December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
 Hongkong, 5th November, 1900. [2806]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 5th August, 1897.

VESSELS ON THE BERTH

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND PORTS.
THE First Class Twin Screw Steamer

"MILOS"
will be despatched on or about 30th instant.
For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.

PROPOSED SAILINGS FROM
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship

"EVA."
2,088 Tons. Captain Petersen.
This Steamship will be despatched on or
about 1st December for PORTLAND (OR.)
via MOJI, KOBE and YOKOHAMA.
Through Bills of Lading issued to any point
in the United States and Canada.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Underwriter
until the same time. All Parcels should be
marked to address in full.

Value of same is required.
Consular Invoices, to accompany cargo
destined to points beyond Portland (Or.), should
be sent to the Company's Office, addressed to the
Collector of Customs, Portland (Or.).
For further information as to Freight rates,
etc., apply to
ARNHOLD, KARBBERG & CO.,
Agents.
Hongkong, 24th November, 1900. [2863]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.
THE Company's Steamship

"PYRHEUS."
Captain Thilston, will be despatched as above
on SATURDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th November, 1900. [2776]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via
Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, Dec. 4,
at Noon.
CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) THURSDAY, Dec. 27,
at Noon.
CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yokohama,
Yokohama and Honolulu) TUESDAY, Jan. 22,
1901, at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU on TUESDAY, the
4th December, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

FOR NEW YORK

THE 33 L. II. British Bark

"B. MORROW."
Shortly expected from MANILA, will load here
for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & CO.
Hongkong, 13th November, 1900. [2883]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900,
at 1 P.M., the Company's Steamship
"ANNAM" Captain Poydenot, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the
s.s. *Australien*, which vessel takes on
her Passengers and Mails, leaving that port on
the 15th December direct to Suez, Port Said
and Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 3 P.M.
on the 2nd December. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEL-HAI-WEI.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched, as above
on TUESDAY, the 4th December, at Noon.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW, VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 5th
December.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2834]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, Dec. 11,
at Noon.
Doric (via Shang-
hai, Nagasaki, Kobe,
Inland Sea, Yokohama,
Yokohama and Honolulu) SATURDAY, Jan. 5,
at Noon.
Cargio (via Shang-
hai, Nagasaki, Kobe, In-
land Sea, Yokohama, and
Honolulu) TUESDAY, Jan. 23,
1901, at Noon.

THE Company's Steamship "GAELIC"

will be despatched for SAN FRAN-
CISCO, via SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
and HONOLULU on TUESDAY, the 11th
December, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

GLEN LINE OF STEAMERS.

FOR NEW YORK

THE Company's Steamship

"GLENARTNEY."

Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.
For Freight or Passage, apply to
McGREGOR, BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE AND
BOMBAY.
(In close connection with the Company's
accelerated line to Trieste.)
THE Company's Steamship

"MARIA TERESA."
Captain T. Rassovitch, will be despatched as
above on THURSDAY, the 6th December,
P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th November, 1900. [6]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERHIAN GULF, CONTINENTAL
AND AMERICAN PORTS.
THE Company's Steamship

"SOBRON."
Captain L. M. Wimmer, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
port on SATURDAY, the 8th Decem-
ber, at Noon, taking passengers and cargo for
the above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Boulay with transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 26th November, 1900. [1]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" On 10th Dec.
3,002 Tons.
S.S. "KVAEVEN" On 12th Dec.
2,463 Tons.

THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO via MOJI, KOBE,
YOKOHAMA, and HONOLULU, on
MONDAY, the 10th December.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.
Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2853]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provisions
during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
the Steamers of the EASTERN AND AUSTRALIAN
S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2854]

UNITED STATES AND CHINA JAPAN
STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen, will be despatched for the
above port on or about 28th December.
For Freight apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2855]

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND
AUSTRALIAN PORTS.

Calling at SAIPAN, PONSAP, FRIEDRICH-
WILHELMSHAFEN, FINSCHAFEN, HER-
BERTS-HOHE, TOWNVILLE, ROCKHAMPTON,
Brisbane and Sydney.
Taking Cargo at through rates to Melbourne,
Adelaide, Newcastle, Fremantle,
Auckland, Wellington, Gisborne,
Napier, Wanganui, Dunedin
and Hobart.
THE Company's Steamship

"MÜNCHEN."
Captain Krebs, will leave for the above ports
on or about 8th December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1900. [2906]

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"AIRLIE."
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2943]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, Dec. 18,
1900, at Noon.
NIPPON MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Jan. 12,
1901, at Noon.
AMERICA MARU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Feb. 7,
1901, at Noon.

THE Twin-Screw Steamship
"HONGKONG MARU"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU, on TUESDAY, the 18th December,
1900, at Noon, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 26th November, 1900. [3]

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about
the 20th December, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 8th November, 1900. [2856]

VESSEL ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship

"ACHILLES."
Captain Brown, will be despatched as above
on TUESDAY, the 25th December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1900. [2902]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
STATE OF MAINE, American ship. Colcord—
Standard Oil Co.

THE CHINA AND JAPAN

TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS—

EXCHANGE LINES.

PRIVATE LINES.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c. &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical
work.Trained Mechanicians sent to Out-Ports to
fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,
Manager.

* Note Address—13, PRATY CENTRAL.

Hongkong, 18th January, 1898. [325]

NOW ON SALE.

IMPERIAL QUARTO

ENGLISH AND CHINESE

DICTIONARY.

WITH THE PUNY AND MANDARIN

PRONUNCIATION.

For comprehensive and practical service
this work stands unrivalled. All the new words
which the Chinese have of late years been com-
pelled to coin to express the numerous objects in
machinery, photography, telegraphy, and in
science generally, which the rapid advance of
foreign relations has imposed upon them, are
here given in *copious*. Each and every word is
fully illustrated and explained, forming exercises
for students of a most instructive nature. Both
the Court and Pinyin pronunciations are given,
the accents being carefully marked on the best
principles hitherto attained. The typography
displays the success of an attempt to make the
Chinese and English type correspond in the size
of body, thereby effecting a vast economy of
space, and affording a clearness not previously
attained, and disposing with those vast margins
and vacant spaces which have heretofore char

